

BAN PEBBLE BEACH COURSE

See Page 4

MOTOR RACING



Vol. 1—No. 20

2

Los Angeles, Calif.

(Published Bi-weekly)

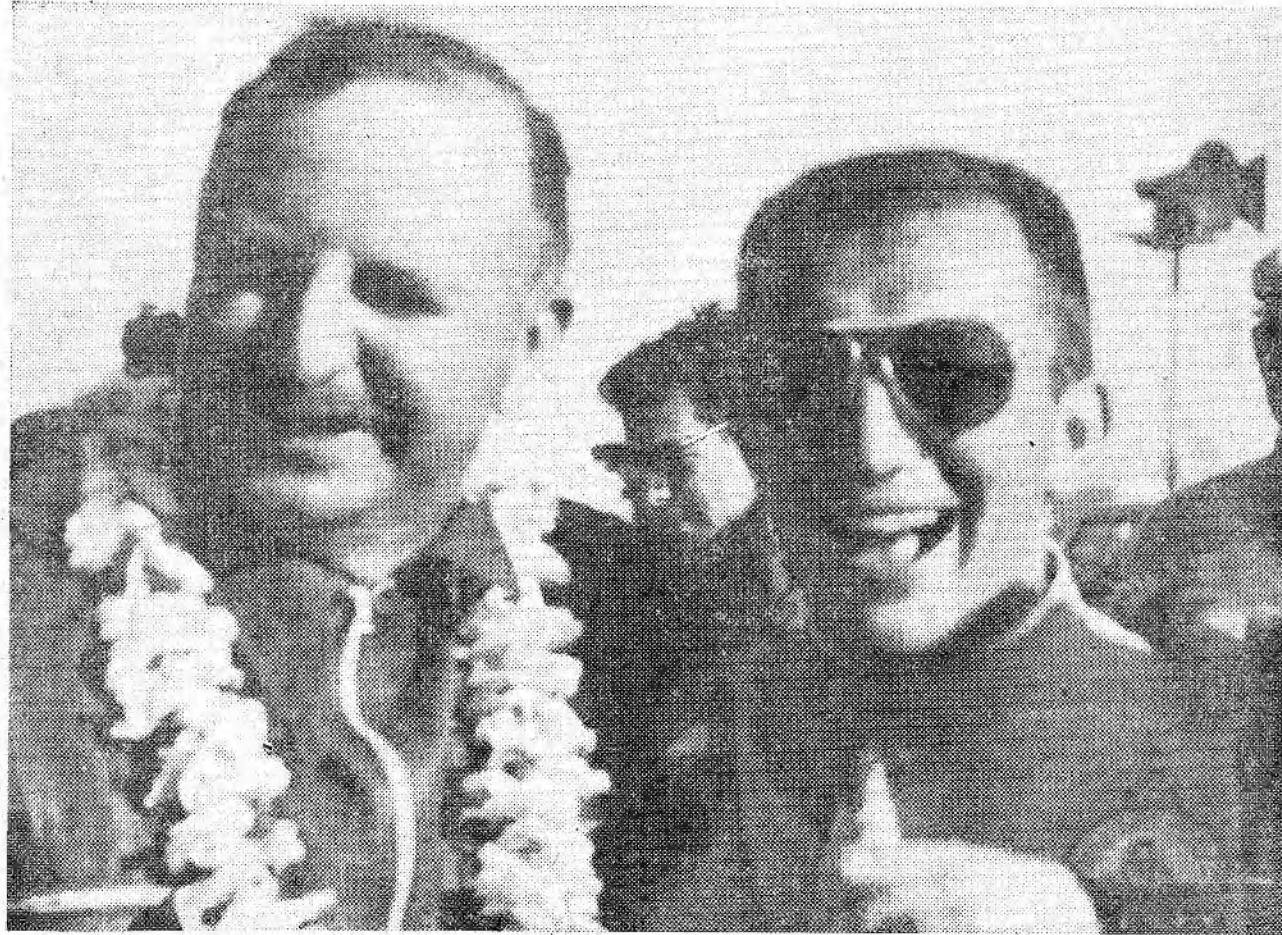
July 13-20, 1956

Price 10c



WEISS NAILS GINTHER; BRERO, MURPHY NORTHERN CAL. VICTORS

See Page 1



LOU BRERO, popular driver from Arcata, Calif., left, and Sammy Weiss, Sacramento, another Northern California favorite, are wreathed in smiles after their road race victories at Buchanan Field, July 1. Lou won the

Vignolle & Powell big-bore handily in Cad-Kurtis, while Sammy snared one of top thrillers of the year from Richie Ginther of Santa Monica in the under-1500cc race for modified cars. Both drove Porsche Spyders.

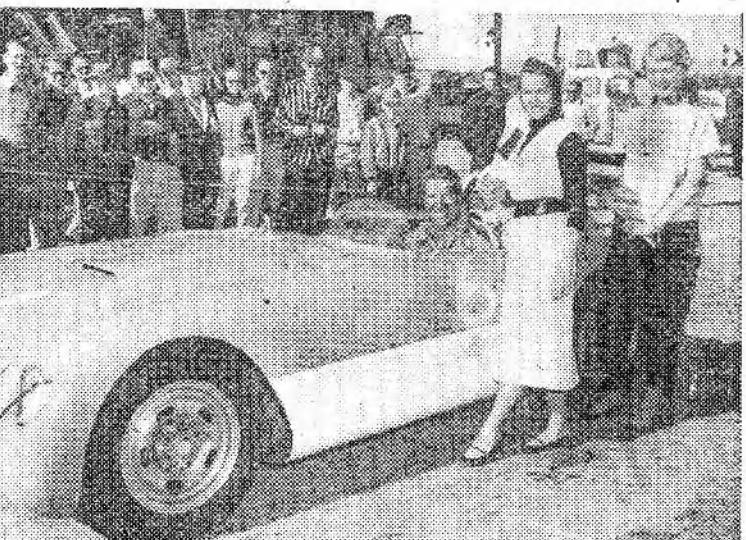
COMPLETE RACING CHARTS

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MOTOR RACING

Vol. I—No. 20 (Published Bi-weekly)

July 13-20, 1956



THE VICTOR — Bill Murphy, Culver City auto dealer, is congratulated after winning the over-1500cc main event for modified cars at Santa Maria last Sunday in his Buick-Kurtis. Center is Carolyn McCullers, Santa Maria model. Linda Prewett, Santa Maria Rodeo Queen, is at right. Murphy nosed out Johnny von Neumann.

WEISS WINS THRILLER

By Gus V. Vignolle

Brero at Buchanan

PACHECO, CALIF., July 1—Two of Northern California's most popular sports car drivers—a 48-year-old lumberman from Arcata, and a 32-year-old imported car dealer from Sacramento—drove to stirring victories in the two featured events of the fourth annual SCCA Buchanan Field road races before 12,000 fans here today.

They were Lumberman Lou Brero, piloting his big, reliable 5470cc Cad-Kurtis, who won the over-1500cc for modifieds handily, and Sammy Weiss, the expert Porsche Spyder specialist, who took the under-1500 from Santa Monica's Richie Ginther in one of the year's greatest thrillers.

LED ALL WAY

Brero's victory was sweet indeed and he was long due, coming off second place in his last three starts. He won by a good half-lap from John Barneson, who took him recently at Santa Rosa by less than a car length in his 380 hp Chrysler-powered Hagemann Special. Then came the SCCA Fort Worth and Elkhart Lake races, in which he finished second behind Carroll Shelby of Dallas.

(Continued on Page 11, Col. 3)

Murphy at Sta. Maria

SANTA MARIA, July 8.—It was Bill Murphy of Culver City from wire to wire in his fuel-injection Buick-Kurtis here today—but a big early lead he enjoyed was pruned to two seconds as Johnny von Neumann closed with a burst of fire-power in a 3.5-liter Ferrari.

It was a close one in the 1hr 15min main event for modifieds over-1500cc as some 8500 fans turned out to this sprawling airport course that made a hit with most of the small entry field.

A 3.3-mile course for the first six races Saturday and Sunday was lengthened to 3.8 for the big-bore.

The 44-year-old Murphy made it his second major win in two weeks, having scored at Pomona. He averaged 79.2mph for a distance of 98.8 miles.

Von Neumann was followed by John Barneson, Chrysler-powered Hagemann Spl., Max Balchowsky, Buick Morgensen Spl., and the phenomenal Richie Ginther, Ferrari Mondial, after he had won the under-1500cc in a von Neumann Porsche Spyder.

BIG EARLY LEAD

The early action wasn't much, Murphy holding a full half-minute lead over Barneson, who was second until he made a mistake on the 22nd lap. He went into a furious spin on turn one, and that was the break von Neumann needed after holding down third.

With four laps to go, he really took out after Murphy; on the next to last lap, Eldon Beagle's Porsche Spyder was unable to



We've Moved

MOTORACING is now completely moved to its new and larger offices.

The address is 725 No. Western Ave., Suite 14, Los Angeles 29, Calif.

The new phone number is HOLlywood 2-6388.

2 Features Omitted; It's Space Problem

MOTORACING regrets to omit installments of "The Ernie McAfee Story" and Hoosier H. Hyram's "Challenge of the Century" racing series in this issue. It was due to lack of space. They will be resumed in the next issue. Sorry.

Dane Nabs Stock Car Race; Graham Hurt

SACRAMENTO, July 8—Lloyd Dane, Buena Park, Calif., captured the 100-mile NASCAR race today in a '56 Mercury at the State Fairgrounds track. He outlasted Chuck Meekins, L.A., '56 Chevrolet.

Jim Graham, San Francisco, was seriously injured in a crash.

(Continued on Page 11, Col. 3)



OVER-1500cc BUCHANAN VICTOR
Lou Brero Unfastens Helmet After Win

Pat Fitzgerald

Vignolle & Powell

Chief Announcer Pete Abenheim Interviews Victor

A FEW WORDS FROM SAMMY WEISS

Chief Announcer Pete Abenheim Interviews Victor

Vignolle & Powell

Chief Announcer Pete Abenheim Interviews Victor

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Vignolle & Powell



Racing Pow-Wow

By Maury Powell

MOVING A HECTIC ORDEAL— NEXT TIME KICK OUT A WALL

DEAR MR. EDITOR:

If ever we decide to up tent ropes, pull stakes and move again—kindly include me out . . . spelled g-e-t l-o-s-t!

I haven't been so pooped since the time I was a rookie in khaki with the ack-ack laddies out Long Beach way, having to dig gun emplacements and fill them again. Man, that's for the coolies, but none were around.

This moving proposition recalled those days for another reason—even after all the activity, you still felt you'd accomplished darn little. The crud, stacked books, odds and ends, clippings, unfiled letters, infrequently used pipes, overdue bills, collection agency warning notes, countless paper clips (remind me to check the going market price for some stock in a paper clip factory soon), loaded dice and marked cards have merely been repositioned.

Yeh, I know—the reason we refused all the kind offers of help from readers and contributors was because we'd made up our minds to use a regular moving outfit, thus saving us all from the possibility, nay, probability, of injuring a hangnail—thus rendering us hors de combat. (Please tell our printer we're running a clean publication and to have his proofreader alert at all times).

MOVING BUSINESS IS FOR THE BIRDS

At any rate, this moving business is for the birds; you'll note they cleverly head for the south or Capistrano when their time comes—sans baggage. Speaking of rates, the moving rate is a dandy—in favor of guess-who. The schedule went something like \$4 per hour each for two men, \$2 per hour for the moving van (what in hell can a van do with dough?), \$4 for double driving time between point of pickup and delivery, 50 per cent overtime charges after 4:30 p.m., 10 cents per pound for insurance and so on. As you can plainly see, we're in the wrong racket.

Why Bill Harmer and I decided to help the chaps assigned to our messy job, I'll never know. It was a strategic and tactical error. I doubt if my feet, knees, back, arms and thighs ever speak to me again if and when we reestablish communications. (Ye Ed, conveniently happened to be out of town while all this was going on—Ed. Note).

I can tell you exactly how many steps there are, in both directions, at 8826 Sunset Blvd., and also at 725 N. Western Ave. But I won't. The subject is too painful, not to mention boring.

Next time we have to enlarge our quarters, let's knock out a wall, or something—hey chief?

OKER LOOKING FOR A GOOD MOUNT

TEEPEE TAPPINGS—First visitor to our new offices was Ted Block, livewire sales boss for Ed Savin . . . Reported that their famed Morgan has been let out to pasture, but Driver Bob Oker looking for good mount . . . Block says the Savin agencies on Atlantic Blvd. and Soto St. in dire need of autos . . . Second visitor was Al Sisto, the Blarney Castle praise agent . . . This is good spot to say "thank you" to Rudy Cleye of B.C., whose solid and liquid refreshments after a hectic night of packing saved our lives . . . Ernie Mohamed has been given the promotional date of Nov. 4 at the Arizona State Fairgrounds for the USAC National Championship 100-miler, and the weekend of Jan. 19-20 for a NASCAR Grand National event for late model stock car races on the mile dirt oval.

Gotta hand laurels to Tom Haynes and Harry Schooler of Gardena Stadium, who've put the 139th Street and Western Avenue plant into the black, plus a healthy cash balance, after only a year and a half of operations . . . The other chap whose name is used quite frequently in connection with Gardena races only RENTS the track, despite fancy titles like "managing director" which tends to confuse people.

out of the HORSES MOUTH AT YE COACH & HORSES

By Ruth Levy

"DOWN OFF the ledge!" cried Hi-School Harry, president of the Ledge and Ridge Runners Society! The assorted members dropped from precarious positions high in the rafters at Ye Coach and Horses and the meeting came to order.

A column originating from the Coach, telling of ranting and raving, bench racing . . . rallies or various techniques on driving (skilled or unskilled drivers wanted for open discussion)—all this will be brought to the public's attention. Such topics as "Will Bench Racing Turn Pro?" "Are You in Bad With Your Contest Board?"—these and other pressing subjects will be digested in this column.

Little gems: Bill (Picnic) Holden was seen putting "hands off" signs on his Ferrari at Bob Dalton's Restaurant during the recent Concours d'Elegance. Bruce Kessler explained significance of the crest on his 500 during a brief rest from the Aston-Martin . . . Same scene: Commander Whitehead, the Schweppes man, drinking Scotch

. . . Hey, did any one really thank Howard Swift for the plaid numbers on the Scuderia Coach cars? . . . The numbers looked great! . . . Who's on the ledge? . . . Through the smoke and fiery conversation Mary Heffley arrived to distribute "I Don't Discuss Work at Night" posters.

MOTORACING

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LETTERS to the Editor

ALASKA READER WRITES

First, I would like to compliment you on your fine paper. The coverages of the races are excellent. The coverage of the Santa Rosa race is very good. I was at Palm Springs when McAfee and Gregory had their duel over the finish line, and the way it is described it sounds like the Barneson and Brero duel was equally exciting.

Is there any way to have MOTORACING air mailed to me. It is usually about three weeks behind when I get it. It takes a little while to reach Fairbanks, Alaska. I am stationed here with the USAF. There are many foreign jobs up here especially VWs. They have a dealer in town who sells and services them, plus M-B 190s, Jags, Citroens, 2CVs and many others. Myself and other sports car fans from the LA area are always watching for each MOTORACING.

A/2 Bob McIntyre
APO 731

UNIQUE L.A. PIPE DREAM

For your information: The Marlboro 0-8 mile, 9-turn road and oval course is now being enlarged circa 2 miles, ready next spring. This isn't an L.A. pipe dream layout, either!

John Bornhardt
Morrestown, N.J.

(It is interesting that even in New Jersey they know of Los Angeles pipe dreams—and you know what they're referring to, of course.—Editor's Note.)

NEW LONG BEACH TRACK?

Have you heard about the new sports car track that is under consideration in the Long Beach area? I understand that several Long Beach business men are contemplating the construction of a sports car track, testing grounds and an oval suitable for all purposes, which will eliminate this balcony about \$12 million tracks to be constructed in the "near future." These are true facts and if you want to verify this rumor, contact a man by the name of George Applegate in Belmont Shore.

John Dillingham
Long Beach, Calif.

(Efforts to reach George Applegate were unsuccessful. MOTORACING knows nothing about this course.—Editor's Note.)

HALL'S INFO WRONG!

This guy Flavio St. Germain is the same guy who promoted an oil deal in Texas in 1948, but who ran out with the money and merely cold-decked himself. He thought the hole was dry, so after he left, the drillers hit a gusher, which is one of the richest in Texas. I believe this man is up to no good.

Larry Hall
Los Angeles 1.

(Sorry, this is not the same Flavio St. Germain. — Editor's Note.)

FLAVIO ST. GERMAIN ACCUSED

I do believe this man you announced as Flavio St. Germain is my husband. His picture is almost identical except for that hirsute growth you probably call a mustache. Since he abandoned me and our seven children after he became discharged from the U.S. Navy, I have had police agencies looking for him. Can you give his address to me or the public prosecutor of Los Angeles so we can haul him into domestic relations court for abandonment and non-support? We were married in Erie, Pa., in 1934 and I can verify the marriage certificate by several witnesses. Please help me locate this imposter of rightful thinking.

Marianna St. Germain, III
Glenelg, Calif.

(This is not the same Flavio St. Germain. Furthermore, this letter appears to be the "effort" of a crank.—Editor's Note.)

SAME FLAVIO ST. GERMAIN

I read with interest in your recent issue of MOTORACING where you obtained the exclusive services of Flavio St. Germain to write special features for your paper. Congratulations! This man is a wizard. I well remember him on the left bank of France right after the war when we both were cadging drinks and food for the lack of funds and sticking up to our true beliefs—triple standards, free love and right to moon on French subways, but the gendarmes took a rather dim view of this and

BORROWED HELMET . . .

By Swift



ple who wish to be REAL DIGNIFIED competitors: good grief! The motorcycle exhibition was omitted . . . more phony promoting. I've seen the same thing happen many times in the past. A promoter will go to any length to make a buck. It doesn't matter that money was involved, the fact is that the whole thing was done wrong. It will be a long while before I attend another RRR race.

Don Watcher
602 Main St.
Petaluma, Calif.

cc: Ralph Williams

BUICK-KURTIS GETS BLAST!

So the Duke wonders why the Murphy-Kurtis "isn't turned over to a hot driver" because it is "capable of greater things." If the Duke had been at turn 1 (around the hanger) at Santa Barbara, he would have heard the blood-curdling screech of tires signaling the entry of the Murphy-Kurtis into the corner. When the Kurtis came into view its front wheels were in a full-right lock position (yes, I said right lock), and it understeered, ploughed through that turn like a sit Chevrolet. My hat is off to Bill Murphy because it takes just plain guts to drive a car that handles as poorly as does the Kurtis. What the Duke really should wonder is—what would Bill Murphy do with a really excellent mount.

Harry E. Cotrell, Jr.
Pasadena 2, Calif.

JAY GUREY SPEAKS

Comes now Eugene E. Booth, an auto editor from Peoria, Ill. He is "just a bit disappointed in the attitudes, opinions, and MacCallum-inspired style of some of your featured writers, but as long as the facts are all there, I suppose the end justifies the means in this case."

Well as long as the guy is healthy, and for a lousy two bucks a year he gets facts—I see no reason for a beef. If it came to court and I was the judge I would throw the case of court, and the book at the editor from Peoria. Matter of fact I drank some whiskey made in Peoria that was very bad whiskey. However, I have met women from Peoria that were very purty and got along very well with them. I do not wish I were in Peoria. I like it here in Los Angeles, California, U.S.A.

I know not Latin or Greek but am all for a Latin or Greek that will drive a car fast. Why should only the Americans or French get killed. Be democratic and let the Latin and Greek get killed. I find less stupidity among the readers of MOTORACING than I do among those that read the stereotyped blabber that daily appear in our great city. "Mit der Dummlheit kampfen Gotter selbst vergebens." That is German and you may not have the flyspecks on the tops yet but in U.S.A. the translation is: "Against stupidity the very gods Themselves contend in vain," and that was by Schiller—Maid of Orleans, Act III, Sc. 6. I never met Schiller, and have been to New Orleans. Fine food! Great town! Hope you get some subscribers from there. What is an auto editor? Does he edit an auto? I gotta go now. S'long!

Jay Gurey
Los Angeles 5

'OPEN ROAD RACES ARE MURDER'

I read with great interest the article "Challenge of the Century" and I agree with some views and disagree with others.

I am 18 years old and an avid racing fan. Not just automotive but air, sea and cars. My favorites though are the sports and grand prix races.

Automotive racing today HAS become a slaughter but not due to the participants. Man will, as long as he can move, try to go faster and faster. The lure of speed is an inherent trait and cannot be dismissed. However, the tracks of today are not the place to do it. They are unsafe for driver and spectator alike.

Despite its scenic setting, Pebble Beach is not a safe course. The snow fencing—and this goes for all courses—will keep the spectators off the course but won't keep a spinning car out of the spectators. For example: in 1954 a Jaguar, 126, spun to the inside on No. 4 turn, missed two trees and came straight through the snow fencing. It missed me by only 10 feet and two young kids by not more than three feet. A track of this sort can under no circumstances be considered safe. It also is true that one of those oh so scenic pines was the death of Ernie McAfee and caused serious injury to Dr. Skivington in 1954 and to Lou Fageol in 1955. Also to Warren Frinchaboy, driver of one of the Triumphs, this year.

Road surfaces are unsafe at most courses and are downright suicide at others. Indianapolis is one of the latter. Those surfaces were built for speeds of 30 mph. This failing is world wide, not just local.

Open road races as far as I can see are outright murder and should be abandoned altogether and shame on CSCC for even thinking of such a thing. I am a member of CSCC too.

Race courses can be made safe for all parties concerned as has been proved by Watkins Glen, Elkhart Lake, the new Ontario course and several others. I can see no reason why they are not.

In another two or three years I plan to be out there behind the wheel of one of those cars and I'm sure I have the sympathies of all other drivers in this thought. I would like to feel that other than due to my own foolhardiness I am going to live to see the finish and without taking the lives of innocent spectators, pit members, or officials, though there are some officials that are not innocent and therefore are exempted from this feeling.

When this is true, speed will be a sport. As it is now, it is on a par with the arenas of Nero.

P.S. There are some drivers that are a menace, no matter how safe the course.

Peter M. Ferguson
Glendale 7, Calif.



Vignettes

by Gus V. Vignolle

BONGO DRUMMERS SENSATION OF SANTA MARIA RACE MEET

OFTEN AMONG the bickering that has gone on around here someone always comes up with the sane rejoinder that the idea at all these road races is to have fun.

Well, brother, George Cary, Jr., saw to it that REAL FUN was had at last week-end's Santa Maria road races. It is regrettable the crowd and entry field were low for the SCCA affair.

Before George took his bath Saturday night—and that has a dual interpretation—he staged the greatest party ever held in conjunction with any sports car races on the Coast, probably in the U. S.

It was at the Santa Maria Inn, and what made it was a celebrated group of Nigerian bongo drummers. They were absolutely sensational and kept up a maddening—and madding!—pace that lasted almost six hours.

And from there the drummers repaired to Ignacio Lozano's kiosk, a mile or so away, where the action continued until intervention from the management, which lacked a sense of humor and artistry.

The Philistines!

THESE PEOPLE WERE REAL STURDY

Among the sturdier ones able to withstand the "dancing" pace to the tempo of the bongos were the likes of Cary himself, Carmela Martin, Dr. Karl Brigandi, Mike Hamilton, Giovanni Sciacca, Ruth Levy, George Pottoroff, Eric Hauser, Dusty Brandel, John Malone, Buddy Wright and Lester (The Road Tester) Nehamkin.

Lozano is excluded because he was helping out with the bongos, whacking them until his hands were numb and his eyes glazed.

How he and a lot of others managed to drive the next day nobody will ever know!

Anybody wanting part of this fantastic Afro-Cuban deal, please contact this writer. We can send you in to these glorious male entertainers.

Then, too, the drivers had a say in the conduct of these races. It wasn't just the officials running the whole shebang with a mailed fist. They even took a vote on whether a race should go for an hour or $1\frac{1}{2}$ hours; they compromised on 1hr. 15m.

• • •

DRIVERS FEEL WEIGHT OF THE BOOM

The Contest Board of the Cal Club had a little tea party the other night. Asked to offer their side of the story were a host of drivers whose steering technique at Pomona was questioned. Jerry Austin, the personable D-Jag pilot, was banned for two races. Fellow named John Martin, a Singer driver, was indefinitely suspended.

There were others who got it, too, but their names are not known, since the club had not notified them of the action taken at this writing.

All we know is these drivers have got to be given more time to practice on a course, new or old. Make it the day before, or the week before, but unless you are not given a good, smooth course and plenty of time to practice, there's going to be trouble.

At Santa Maria they had plenty of practice, but then the low entry had something to do with it.

• • •

SHELBY WINS AT BEVERLY, MASS.

Well, Carroll Shelby, the hottest sports car driver in the U. S., did it again last week at Beverly, Mass. He won the SCCA 100-miler in a 4.4 Ferrari, followed by Masten Gregory, 3.0 Ferrari, who's been inactive for some time, and Sherwood Johnston, D-Jag. Jack McAfee had mechanical trouble with the potent Porsche Spyder and lost the under-1500cc 40-miler by a car length to Ed Crawford, Porsche. They changed positions five times.

Jack goes next in a National hill climb at Wilkes-Barre, Pa., July 20. He's hitting all the Nationals.

Lou Brero conked out with his D-Jag in the big-bore. Too bad.

As to who really fashioned Chuck Porter's sleek Mercedes 300SLS, it comes to light that while Jack "Willie" Sutton put in about 40 hours of shaping, Porter himself, put in about 1000 hours. Incidentally, Porter's performance at Santa Maria (ask Al Torres) left little doubt that he's destined to become a formidable contender if his improvement between outing No. 1 at Pomona and outing No. 2 at Santa Maria is any criterion.

TELEGRAM FROM H. K. WONG

A wire on hand from tireless H. K. Wong, the San Francisco fountain of sports car knowledge, that the Arcata, Calif., races will be held Aug. 18-19. This must be the Eureka deal Lou Brero has been cooking up. We believe it follows Seafair in Seattle. What a vacation deal to hit 'em both!

SCCC has banned Gladys Powell's Buick Victress—until the front end is changed . . . What doll from what airline took some dramamine pellets to keep from getting car sick in what well-known lenser's big Sally Rand "M" on the return from Santa Maria? . . . Notice the Duke isn't in this issue; he's on vacation. Do you want him to stay or hurry back? Please write this dept. immediately on this point.

ONTARIO RACE DEAL BLOWS UP

(Continued from Page 1) good restaurant operator; Al Torres, the ace race starter, and Jeff Cooper, a Porsche driver acquainted with the local racing scene. Any others were mostly for window dressing—not much more.

YES—IMMEDIATELY

When Pollack made the original announcement, he said work would begin immediately. Since

then, postponements after postponements have been announced through the high-powered Beverly Hills public relations hired to boom the deal.

The last blurb had a contract signed with the L. A. Region of the SCCA for a National amateur race Sept. 22-23, and just before that, USAC had issued a sanction for a Grand Prix race in October, subject to FIA approval.



CHECKING MOTORRACING at the SCCA Salt Lake City races are, left to right, Jack Douglas, second in the main; John B. Howard, president of the Utah Region of the SCCA; John Barneson,

Ron Ferreira winner of the feature; Jack Hagemann, builder of Barneson's Chrysler-powered Special, and Rod Carveth, whose Aston-Martin DB3S won the concours d'elegance.

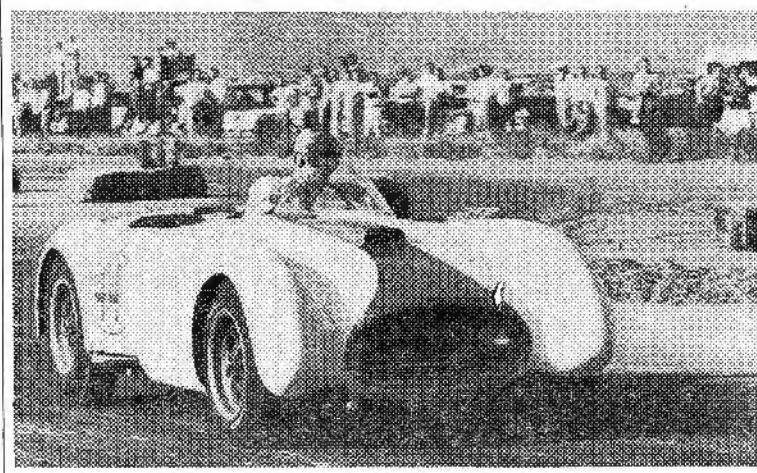
Barneson Snare Salt Lake Race

SALT LAKE CITY, July 1.—Averaging 64mph, John Barneson, Lafayette, Calif., won the over-1500cc race for modified cars here today in a road race program sanctioned by the Utah Region of the SCCA. He drove the class B Hagemann Special, a Chrysler-powered job.

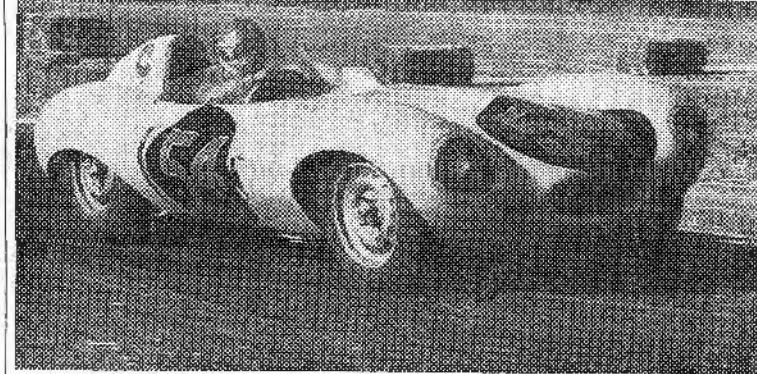
Jack Douglas, Hollywood, was second in a D-Jag, and had the fastest time through the traps—106.6mph. Barneson's time was 104.6. Eldon Beagle, San Francisco, was third in a Porsche Spyder.

Buddy Berlin, Porsche Spyder, won the under-1500cc feature. He was followed by Beagle and Harry Banta, Reno. Cooper Climax. Berlin averaged 58.3mph.

A concours d'elegance held in conjunction with the races was won by Rod Carveth's elegant Aston-Martin DB3S.



OVER-1500cc WINNER AT SALT LAKE Ron Ferreira John Barneson's Special in Front



JACK DOUGLAS 2nd IN JAGUAR Hollywood TV Exec Utah Runner-Up Ron Ferreira

Pro Races

Sports Cars Go at Bonelli July 14

Bonelli Stadium's first sports car race meet in history is scheduled Saturday night, July 14, featuring the RRR's drive-for-dough brigade. Purse is \$1000 against 40 per cent.

The RRR staged a successful meet on a quarter-mile track not long ago at Gardena Stadium, with drivers slicing up about \$2,500. Gardena was dirt, whereas Bonelli is a paved quarter.

George Beavis, RRR prexy, said the entries were filtering in slowly, the outlook being for some 40 cars of assorted categories. Main events are the 30-lap scrambles for under- and over-1500cc classes.

Practice is set for 6:30, time trials at 7 and races at 8:30 p.m. Entrants include: Jacques Bellisiles, Mercury Special; George Beavis, Offy 1500; Bob Kudler, Jaguar; Bob Falcon, stock MG; Clyde Wuthrick, Porsche; Jack Leghorn, MGTD; Fred Cunningham, Porsche Speedster; Emerson Schenck, MG-A; and Dick Trunkly, George Kislingsbury and Bill St. James, Triumph TR2s.

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• Up the Straights

By Jim Mourning

RANK CUSTOMER RELATIONS SOURS BUYER ON DETROIT

ASSUMING THAT your hearing is sufficiently developed to detect the scream of a Ferrari engine under compression at a distance of three feet, you've undoubtedly heard it contended that imported car dealers just plain don't know anything about customer relations.

The general theme of the ensuing concerto in dire predictions is that once Detroit unlimbers its sales know-how, European rockets are doomed.

This, to quote the bard, makes to laugh.

Scraping away the foam, we've heard muttering in the beers to the effect that if you want a copy of Detroit's idea of a sports car, you have to buy it loaded, have to take what they give you or that delivery is slower than on most imported jobs.

Until now, we've let the whole thing pass. Frankly, we'd like to see the U.S. come up with something hot and so kept out of the controversy. But we recently turned up a bit of buffoonery that would make even the most hardened aficionado wince.

Not that we wanted a Detroit job ourselves. Not with our new Morgan on the way. But a friend of ours did. He tried his darnedest, but wound up with a Jag. Here's the sad tale.

This friend decided that he'd heard enough about the mess the U.S. was making in the sports car field. So, backed with good intentions and a fat wallet, he hied himself off to a domestic dispensary in Pasadena.

CAN'T SERVICE CAR

T'was of a Saturday and he was informed that it was impossible to service the car then, but to bring it in on Monday. So he drove the car proudly home and handed the keys over to the spouse so that she might spend the week-end impressing friends, relatives and sundry citizenry.

Firing the car up himself on Monday, he noted the oil pressure gauge giving an excellent impersonation of a horse with a severe case of the heaves. This he mentioned casually to the garage people so that the gauge might be fixed as he had no great love for horses with severe cases of the heaves.

Then came the shocker. An investigation revealed that someone had failed to put in a little item known as oil. Perhaps they felt that sports car bugs don't go in for such frills or perhaps they just goofed. Whatever the reason, the car ran with the smoothness of an ancient washing machine filled with stovebolts and our friend was not happy.

MISERABLE COOPERATION

He had hoped, through a

process of reworking, refining and rebuilding, to duplicate the success—everything from dragging to economy runs—he had in his lowly British bomb. He wanted to prove that a U.S. marque could fare well in competition of all sorts and got all the cooperation of a Russian ambassador trying to get a permit to carry a bomb into the White House.

Obviously, he pointed out, the car wasn't a good risk for several large bills worth of modification work. What were they going to do about it? He was assured that the engine would be rebuilt to his satisfaction or he would be given another car. A week later, he took the car out for a test run and was far from satisfied.

After a bit of a hassle, he was told that they would try to sell his car to someone else and give him another as soon as one came in. Weeks passed and nothing happened, except that the due date on a very large payment was growing uncomfortably close. The car sat where it had been left. He either had to get out from under or make the payment and run the risk of getting stuck with a car he didn't want.

SPOTS A JAGUAR

When he returned to the showroom for one final plea, he noted a very clean Jaguar on the premises. How, he asked, would it be if he took that instead of waiting? Fine, the man said, and immediately wrote up the deal, charging him over \$350 for depreciation or some fool thing on a car he had driven just two days.

Feeling that the warranty ought to protect him from taking the brunt of wheeling a car delivered without benefit of lubricants, he squawked. The dealer pointed at the factory, the factory pointed at the dealer and during the ensuing waltz, our friend headed for his lawyer.

In disgust, he brought suit for breach of warranty. Since the case has not come up at this writing, we don't know if he won or lost. Frankly, we don't really care.

PHOOEY ON DETROIT

The point is that a former staunch U.S. car booster is now driving a Jaguar and vowing that, hereafter, Detroit can get someone else to try to earn a reputation for their products.

If this is a sample of good customer relations, then we're Tazio Nuvolari. And we haven't found ourselves drifting an Auto Union in months.

Well, see you at the Blarney Castle Sports Car Festival. It is to be assumed that all the cars on display will be sufficiently supplied with lubricants.



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Pebble Beach Banned as Site For Road Races

Famed Pebble Beach road race course is no more. Sports car races will not be held again at the tree-lined circuit.

As expected by insiders, the death there last April of Ernie McAfee, when his 4.4 Ferrari slammed into a tree, finished it.

The ban was announced last week by Samuel F. B. Morse, chairman of the board of Del Monte Properties.

He said the 2.1-mile forest course was not "really the place for road races." Residents, too, have expressed concern over the safety of spectators, and have complained about the crowds and noise.

Talk is that the races may be transferred to Fort Ord, seven miles northeast of Monterey.

James R. Lowe, regional executive of the San Francisco Region of the SCCA, which has staged the races, said, in part:

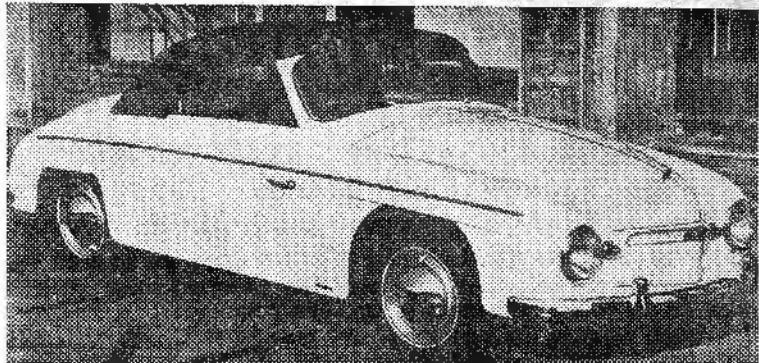
"We have realized for several years that the Pebble Beach course was in jeopardy due to the increasing number of property owners who have built houses near the course and who were inconvenienced by the very large attending crowds . . .

"Unfortunately, a driver was killed at Pebble last April—the first fatality since sports car racing came to Northern California. During this period of racing for seven years, the San Francisco Region has sanctioned more than 40 races. More than 6000 entrants have started. The record is good—it is more than good—it is excellent. That record we shall maintain."

Pebble was hazardous, certainly, but the sport is hazardous in itself. To win at Pebble was to truly win. It is a pity that Pebble Beach racing is no more. Our immediate problem is to find a new course which will succeed Pebble Beach as the premier West Coast Classic."

ANOTHER PORSCHE

AKRON, Ohio, July 1.—The Lake Erie Trophy race today was won by Vaughn Miller of Columbus, Ohio, driving a Porsche coupe.



NEW CUSTOM MADE GERMAN CAR
Rometsch Sportswagen Convertible Model

German Car Makes Debut

The appointment of Jack Berman of Beverly Hills as distributor for the new Rometsch Sportswagen auto from Germany has been announced.

Built by Karosserie Friedrich Rometsch in Berlin, the Sportswagen is a custom bodied sleekster based on Volkswagen components. It has an all-aluminum body on the standard Volkswagen chassis and weighs 300 pounds less than the VW sedan. Dual carburetors, low weight and streamlining help the Rometsch Sportswagen to reach a reported top speed of 83 mph.

Sportswagens will be available in both convertible and hardtop models. Reclining passenger seats come as standard equipment, while rear jump seats are listed as optional. Customers will have their choice of upholstery, trim and extras with a six-to-seven-

week delivery after ordering.

Berman stated that, due to the hand made body and painstaking detail work on these cars, deliveries will be limited for some time. The Rometsch Sportswagen is now on display at Berman's agency, 9372 Wilshire Blvd., Beverly Hills.

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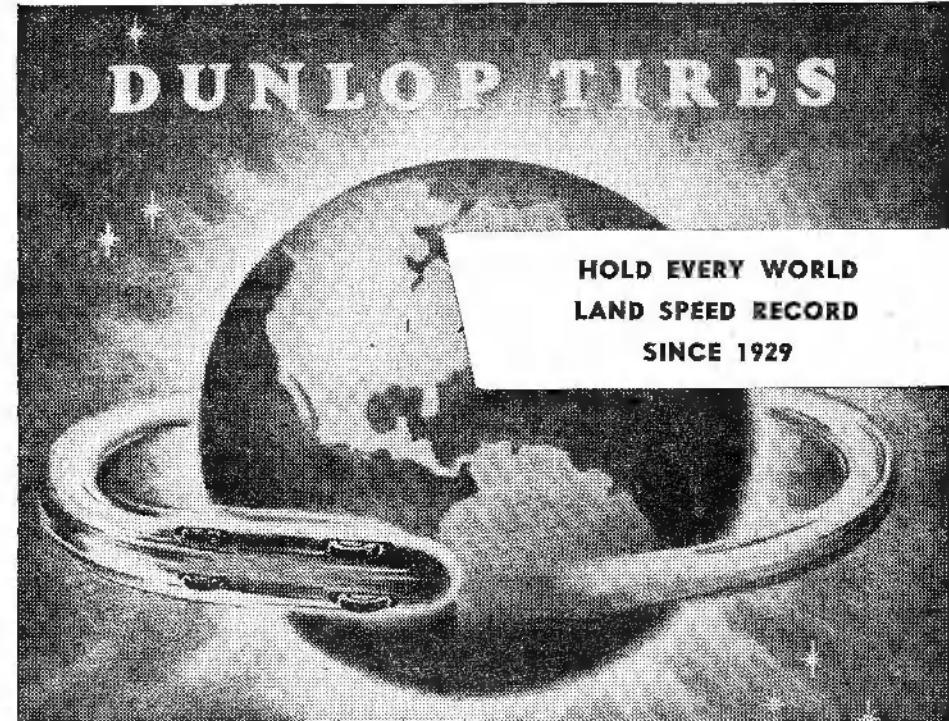
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•Checkered Flag

By Art Lauring
Los Angeles Times Columnist

TALK ABOUT AN EXPERIENCE—
THIS GUY REALLY HAD IT!

IT WAS an intimate group in a local bistro popular with the sportster clan. Somehow the conversation turned to matters relating of horror insofar as go-fast machinery is concerned. One of the assemblage—we shall call him Doe—quietly said:

"I was first introduced to sports cars via a horrible situation which had, as its ingredients, trains, transport planes, a foolish youngster—myself, as a matter of fact—a comely young woman and, of course, the sports car."

He paused. "It was in '39—and I was returning from a business trip. Being young, I was duly impressed with myself—a frame of mind abetted by the fact that my firm had seen fit to entrust me with an important mission and its funds.

"The flight from Chicago to Cheyenne was uneventful. However, at Cheyenne the airline people informed us that the weather at Salt Lake City was questionable; therefore we—the passengers—would be placed aboard first-class rail pullman accommodations and continue to our respective destinations via surface carrier

"In those days the airlines, no doubt believing it to be good public relations, would turn a train ride into a rather gay affair." Doe paused. A rather wistful expression crossed his lean features, "Enter the comely young woman—a fellow passenger!" He sighed.

"I thought this was a horror story" interrupted a listener.

PHILOSOPHICAL TALK ENJOYABLE

"It is," he nodded. "As I said I was young—so was she. And the atmosphere of the unexpected, liquid conviviality, strangers thrown together by happenstance—we were ever adventurous!"

"Deep philosophical talk ensued, and then, when cold, clammy sobriety had set in, I bid her adieu. The particular section I found myself in was the only one still 'unmade'! The rest of the pullman had resumed its daytime decor and functionalism. Worse yet—the seats were all occupied by elderly, substantial couples who gazed with obvious disapproval at me. You see—I was clad in pajamas and bathrobe."

"The horror of it," muttered another listener.

"Precisely," nodded Doe. "Trying to maintain some sort of aplomb, with bleary-eyed head held high, I hurried in search of my pullman which was named Tuscaloosa—I lurched from one jolting, swaying car to the other with all the imps of hades hammering at my skull. All the cars seemed occupied by citizenry who could not possibly have ever been young . . . I could find no Tuscaloosa. I reached the observation car and tried to gaze with non chalance at the bleak, snow-covered countryside. I was in a turmoil of fright. What happened to my car—my clothing, money, documents?"

His entire audience shuddered.

"To retrace my progress was unbearable—still it had to be done. I ran that grueling, psychological gamut—and went forward through the dining car, coaches only to wind up in the baggage car . . ." Doe's tone was sepulchral. "The Tuscaloosa had disappeared—like the Marie Celeste!"

His listeners stirred.

"I ducked into the men's compartment of a pullman.

ALL OF A SUDDEN THEY CLAM UP

"Until my entrance it had been a smoke-filled room of conviviality—the drummer-type. When they saw me those square-jawed individuals clammed up over their cigars. If ever I had wished for the deaths of salesmen—"

Doe sighed. "I asked for a cigaret. Silently one of them extended a crumpled pack. I lit it and shakily exhaled while I tried to marshal my thoughts. I felt like the man minus a jack, with a flat tire, in the rain, late at night, on a desolate road! And then—at that very moment, in came two conductors—one the pullman official, the other the representative of the railroad.

"They looked me over with lifted, shaggy, grey brows. Their eyes were blue, cold and hard.

"They said: 'Tickets, please!' I had to explain. I asked them to step outside, into the corridor. Needless to say the 'drummers' followed. And I—I tried to tell my story!"

One of Doe's listeners jumped up. "I can't stand this!" he lurched away.

CONDUCTOR BREAKS THE NEWS

"The conductors looked at each other then looked at me. 'Young man,' one of them rumbled. 'While you were—uh—occupied last night we switched cars at Ogden, Utah. This is the train to Boise. YOUR car is part of the City of Los Angeles—'

Doe paused again. "Ever since that moment I've had an understanding of what goes on in a man's mind when sentence of death is pronounced on him—

His listeners paled. "And THEN what happened?"

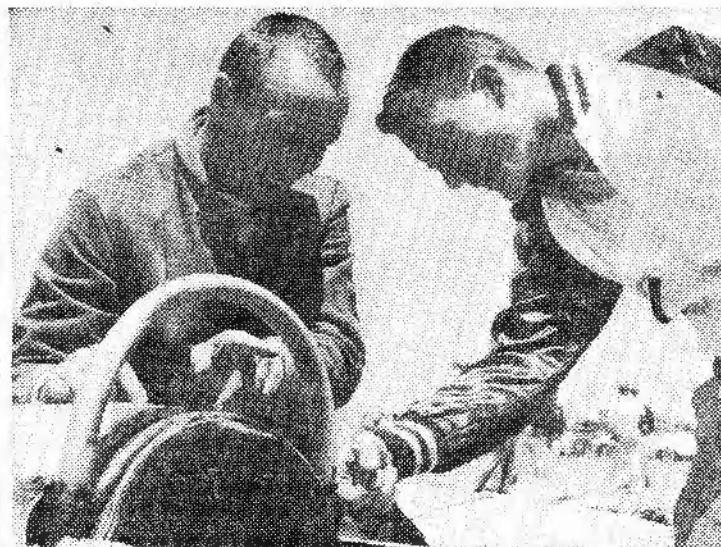
Doe smiled. "A last-minute inspiration came: I recalled a frat brother, an airline official in Los Angeles. I begged the conductors to get word to him. At the next water stop they used the railroad's private line. The message was relayed to my friend via the road's Los Angeles' office. He arranged a quick credit to me of money plus a wardrobe which the Boise station master would purchase and have ready. When we arrived I was escorted to the station master's office where I changed. Then I was rushed to the airport where a plane, Salt Lake City-bound waited. Within mere hours I had changed planes at Salt Lake for another ship which deposited me at Las Vegas. There I idled at various amusement devices and even won several hundred dollars—waiting for MY pullman—on the City of Los Angeles—to reach Las Vegas—" he paused and beamed.

TO THE AIRPORT IN A BUGATTI

"I boarded my train—and arrived as per schedule, to be greeted by my family!"

We all gazed at one another. Finally one of the listeners demanded: "What's the sports car got to do with this?"

"Ah yes," Doe's eyes lit up. "I was rushed from the station to the Boise airport in a low-slung Bugatti which went like the wind. That, gentlemen, is why I raise my glass on high and always invoke Providence's best upon the heads of airline people, understanding railroad conductors and fast, road-holding sports cars!"



Canon Camera Photos
HARRY BANTA, left, shows John Fox the rollbar on his Cooper Climax that probably saved his life after flipping in practice at Buchanan Field. He raced car the next day. At right, Banta points to remaining layers on his fiberglass-covered helmet, another factor that helped. Car landed wheels up and Banta skidded on his head.



Canon Camera Photo
JAMES R. LOWE
Read His Letter on Column 3

Rollbars

★ ★ ★

James R. Lowe Tells Why He Favors Them

In the interest of safety, more and more is being said about the use of rollbars on sports cars. The editor of MOTORACING discussed the subject at the Buchanan Field races with James R. Lowe of Santa Cruz, regional executive of the San Francisco Region of the SCCA and national secretary.

Following is his meaty letter on the subject:

Dear Gus:

I enjoyed very much meeting you at Buchanan Field last weekend. You will recall that we discussed the subject of rollbars.

The Contest Board of the SCCA has taken a step in favoring this protection in that their latest Contest Board Notes have permitted modified cars to carry cockpit covers and production cars to omit carrying their tops provided a properly designed and fabricated rollbar is installed.

The San Francisco Region has further determined not to permit the entry of cars in their events, the chassis or body of which does not permit the driver to take shelter in the event of a flip, unless a rollbar of adequate design and construction has been installed.

As you know I have done quite a bit of racing and officiated at two or three events. I have seen the need for rollbars and I believe they are desirable on all cars in competition. At Elkart Lake three D-Jags rolled and in each case the driver was able to walk away with hardly a scratch because rollbars had been fitted. At Buchanan last weekend a Cooper Climax had a spectacular roll ending upside down. It had been fitted with a rollbar and not only was the driver completely uninjured but the car was undamaged to the extent that on the following day it was able to be raced. These examples are enough, I believe, to show why I favor rollbars. Racing is inherently a hazardous sport, and both the expert and the novice driver occasionally get into trouble. I think your magazine would be doing a service to the sport if you did a bit of crusading on this subject.

Very sincerely,
James Rowland Lowe



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The Inside

By Flavio St. Germain

WHY NOT 'CYCLE RACES ON LOCAL SPORTS CAR PROGRAMS?

"If a writer is so cautious that he never writes anything that cannot be criticized, he will never write anything that can be read. If you want to help other people, you have got to make up your mind to write things that some men will condemn"—THOMAS MERTON.

AT A FEW of the Southland sports car races a year or so back, you might recall, motorcycle races were held on the same program. Then they were dropped amid some dissatisfaction from a few of the 'cycle boys.

Today the subject is reopened through an exceptionally coherent letter sent to MOTORACING by Robert E. Degray of San Diego, who knows his subject inside out. He wonders if the objection comes from sponsoring club officials. It would be interesting to know the reaction of those two 'cycle vets, Don J. Brown and Gil Stratton, who broadcast "Southern California Motorcycle News" on KHJ radio every Monday night at 8 p.m.

I'll goof off again and let Degray take over:

I have only very recently learned of your fine paper . . . 'twas really heartening to see what you're putting out . . . a type of racing news-piece long needed.

What is the score regarding motorcycle road racing? How long are the counterparts of Ken Miles, Woods, Hill, Doe, Smith and Jones, et al, going to have to sit on the fence and watch people having fun all over the landscape, all the while groaning inwardly at the thought of their Manxes Nortons, GP Triumphs, Doe Specials gathering dust at home, or ignominiously relegated to doing transport service from A to B and return? There was a time only two years ago when it looked as though we were going to have a future. Torrey Pines, Santa Barbara, Terminal Island and Palm Springs saw fine machinery, enthusiastic and skillful drivers and excited racing fans representing both two and four wheels. As far as anyone knows, everyone came home happy from these meetings. Lap times were compared, specials examined and bench races held . . . the fraternizing hurt none . . . least of all the racing.

FAVORABLE COMMENT

Indeed, trackside comment was very, very favorable toward more of these dual meetings. Then . . . nothing. Since July of 1954, when the cycle event at Torrey Pines was cancelled for reasons still unknown (and, whatever they might have been, inexplicable to those who toured down all the way from as far as San Francisco for ONE race . . .), there have been no more of these events . . . not even a rumor of one.

There are hundreds of riders in California alone who are as avid road racing enthusiasts as any who ever smelt burnt castor oil. There is fine machinery around, a lot of which is out and out GP stuff that none but the absolute clod would prostitute by installing lights and horn and travelling to plant parking lots with. And, though this may come as a shock to many sports car people, with few exceptions, these riders are well informed on sports car racing, technical developments in cars, drivers, European GP news; do not bear any resemblance to "The Wild Ones"; own Jags, MG's, Healeys and Triumphs . . . in short, are different from other MOTORACING readers only in that they tune one or two cylinders instead of 4 to 12. It IS true that

many wear Levi's, pay only \$1500 for the best Norton Manx instead of say two, three or four times that for a comparable four-wheeler. This matters not a whit. Their lap times and enthusiasm compare with anyone's.

What then, is the answer to this question? Do sports car people just naturally dislike motorcycle road racing? I think not. To be real objective about it all, reasons better explained at the box office should change minds. I can remember the bulk of the pits at Santa Barbara standing on car trailers to watch the cycles having a go. Well then, perhaps, the drivers object to shortening their program by including cycle events? Very doubtful again. Perhaps a few would object. Solution: Lengthen program . . . begin earlier in the day, reduce the ever present half hour delays to zero (as they should do anyway), hold practice the day before . . . if a two-day affair, practice can be held in early morning hours (really best time for this anyway).

BLAMES OFFICIALS

I think that if the picture were really examined with a critical and observing eye, it would be found that if there is any objection to combination car and cycle meets, it will NOT be found either among spectators or race drivers, but among sponsoring club officials.

If said probing eye were to peer deeper, it would probably discover that these people, be they officials or others, can be classified into a couple of basic types. These might be: pseudo gods, snobs, uninformed but well meaning. These first two are usually little liked by anyone, are usually a minority and often have plenty of voice, usually loud and unfortunately too often heeded. The third type more often than not is able to see the light, merely needs a little education on a subject with which he is unfamiliar . . . which of course is all very natural. This sort of thing can of course be ultimately boiled down to the classical basis for prejudice and dislike—ignorance . . . not in the slang sense of the word but rather its definition, "lack of knowledge," or perhaps even more appropriately, too much "knowledge" . . . meaning by this the general public's picture of the studded-jacket-with-the-eagle-on-the-back-type. This type cyclist is about as representative of the real cycle enthusiast or road race enthusiast as the fuzzy - dice - and - lowering - blocks-cat is of the true hot-rodder, or the boulevard road

(Continued on Page 12, Col. 1)

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NEWS and VIEWS

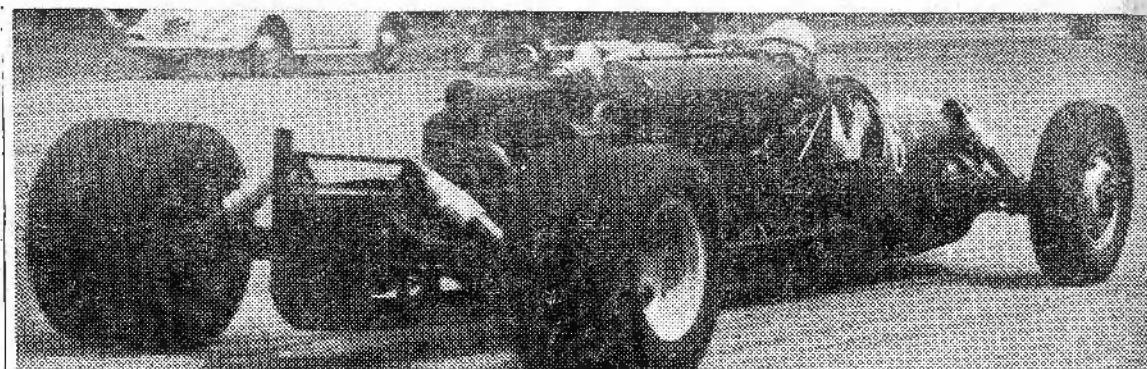
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1956 NATIONAL championship drags contender is the "Green Monster," one of a stable of three aircraft engine-powered hot rods owned by the Arfons Brothers of Akron, O. The "Monster" set a new regional drag strip record at Fulton, N. Y., with a top speed of 143.26 mph in 11.36 seconds.

to win the Northeast Regional Championship Drags. The "Green Monster" will be one of the top contenders in the NHRA-General Petroleum Corp. sponsored National Drags at Kansas City, Mo., Aug. 31-Sept. 3.

DRAG RESULTS

FULTON, N.Y.—JUNE 23-24
(National Hot Rod Assn.—Regional Championships)

Stock Classes—A. Bill Dintruff, '56 Chev., 17.46; 80; B. Gale Haigh, '55 Chev.; C. Louis Barrese, '52 Olds, 19.56; 70.97; D. Harold Peran, '54 Chev., 20.75; 63.87.
Gas Coupes/Sedans—A. Hugh Wammel, Ford '32 sedan, 15.42, 83.10; B. Jim Pollaro, '52 Merc., 16.39, 83.17; C. Al Guerin, Chev. V-8-'56 Chev., 16.54, 86.04; D. Tom Poole, Chev.-'55 Chev., 16.75, 89.91.
Altered Coupes/Sedans—B. Don Stacy, '52 Olds-'32 cpe., 18.42, 71.03; C. Phil Mendola, '34 Dodge-'32 cpe., 17.90, 79.50.
Street Roadsters—A. Ralph Neal, '48 Merc.-'32 rdstr., 15.88, 94.24;
Roadsters—B. Otis Smith, Chev V-8-'27-T, 14.23, 95.03.
Open Gas—A. Bob Tennant, Ranger Spl., 14.28, 102.97; B. Bob Sheldon, '48 Ford-'34 cpe., 17.24, 72.34.
Compétition Coupes Sedans—A. Ray Potter, '41 Merc-'32 Ford sed., 14.15, 91.83.
Dragster — Arthur Arfons, Allison dragster, 12.51, 141.05.
Sports Cars—A. Charlie Wolff, '52 Porsche, 19.80, 63.11; B. Don MacNaughton, '53 DeSoto-'53 Allard, 16.50, 81.96.
Top eliminator—"Green Monster No. 6"—Arthur Arfons, E. T.—14.87; Top speed of the meet—"Green Monster No. 6"—Arfons, 143.08 mph; Top E.T. of the meet—"Green Monster No. 6"—Arfons, E. T.—11.36; Best gas class speed—"Green Monster No. 5"—Walter Arfons, 121.45 mph.

OSWEGO, ILL.—JUNE 30-JULY 1
(National Hot Rod Assn.—Regional Championships)

Stock Class—A. Larry Rehmer, '56 Chev., 16.84, 85.71; B. Frank Galuska, '55 Chev., 17.91, 81.81; C. Ted Dykema, '52 Olds, 18.50, 73.83; D. Leroy Anderson, '53 Chev., 18.12, 69.87.

Gas Coupes Sedans—A. John Hajduck, Cad-'40 Ford, 16.27, 86.78; B. Elverne Pfeifer, Cad-Merc., 15.01, 96.87; C. Arnold Bezwick, Dodge-Dodge '500, 15.74, 92.78; D. Tom Poole, Chev-'56 Chev., 15.88, 93.65.

Altered Coupes/Sedans — B. John Cummings, '52 Olds-'32 Ford; C. Fred Brainer, Gids-'56 Olds, 15.92, 88.40;
Street Roadsters—B. Bill Brown, Merc-'36 rdstr., 17.03, 80.78.

Roadsters—A. Ken Hirata, Olds-'31 A. rdstr., 13.39, 103.90; B. John Heresz, Dodge-'32 rdstr., 16.18, 92.11.

Open Gas—A. John Eppi, Olds-dragster, 13.07, 103.44; B. Bill Sippel, '47 Ford-T rdstr., 14.52, 96.35.

Fuel Coupes Sedans—A. Richard Del Sarto, '47 Ford-'39 coupe, 21.76.

Competition Coupes/Sedans—A. Neil Leffler, '51 Olds-Bantam, 12.71, 108.82; B. Edward Julien Jr., '48 Merc-'34 coupe, 15.35, 90.36.

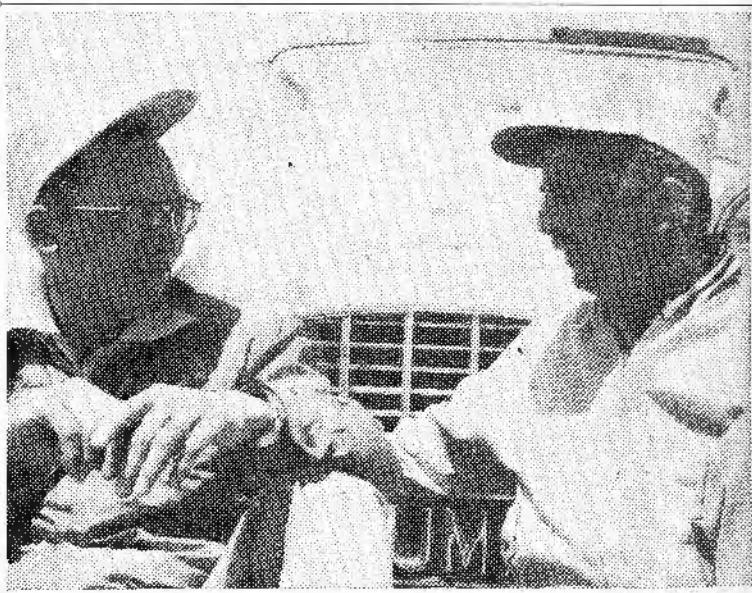
Sports Cars—A. Frank Diverito, Volkswagen, 22.56; B. Dave Raske, Buick V8-spts body, 16.54, 90.61.

Top eliminator—Joe Martincio, dragster, 11.85; Top speed of the meet—Joe Martincio, 123.45; Top E.T. of the meet—Joe Martincio, 11.56; Best gas class speed—Ken Hirata, roadster, 112.50.

ELKHART RUNDOWN

ELKHART LAKE, Wis.—Here are delayed complete results of the 152-mile main event of the SCCA's Road America sports car races:

1. Carroll Shelly, Dallas, Tex., Ferrari, 80.04 mph avg.; 2. Lou Brero, Arcata, Calif., D. Jaguar; 3. Ernie Erickson, Chicago, D. Jaguar; 4. John Kilbourn, Decatur, Ill., Ferrari; 5. J. R. Lyeth Jr., Grosse Pointe Farm, Mich., Ferrari; 6. Phil Stewart, Chicago, Maserati; 7. William Lloyd, Green Farms, Conn., Maserati; 8. Briggs Cunningham, Green Farms, Conn., D. Jaguar; 9. Dabney Collins, Kansas City, Ferrari; 10. Max Goldmann Jr., Detroit, Corvette.



Pat Fitzgerald
RELAXING—H. K. Wong, ebullient chairman of the Publicity Committee for the S. F. Region of SCCA, left, chats with Lou Brero between races at Buchanan Field, near Walnut Creek. They talk it over in front of Rusty Hyde's Triumph TR3, which was official SCCA publicity car.

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Ballye Roundup

By Buzz De Bardas

REQUESTS ON COMPUTING, SO BUZZ PROVES OBLIGING

WITH THE months rolling by, too fast, cut it in half. The navigator learns little on a run where you are 10 minutes late. All he can do is to watch you drift corners and stop for a ticket or two.

For initial practice, you will need a stop watch, or chronograph, and an average speed computer, or slide rule—preferably a circular type with two moving arms.

Prior to starting, write out a short set of instructions that will cover three to four miles. You could use a large square with each leg about a mile long (more or less). An example might be:

1. Go W. on "Z" St.

R. on 1st Ave.

R. on 27th St.

R. on "B" St.

Average speed 30mph.

As you, the driver, and your navigator get into the car, both of you check to see that the trip meter is re-set to zero, the stop watch is clean, and that the navigator knows which button to hit to start the darn thing. The computer should be set to indicate 30mph and you are ready to leave.

CUT YOUR SPEED

There is a good chance that the speed you have selected is 10 to 15 miles per hour faster than you can average in town without hitting 200mph in order to catch up. If you find the speed

Next week—I'll review the 10 mile odometer check.

The Old, Old-Timer Speaks

From out of the clouds

*Like a Pegasus from the sky
We hear a message from
An ancient and intrepid guy*

—Big Frenchy

TO THE EDITOR:

IT HAS BEEN some time since I cast eyes on you, in fact a good many years, but I certainly have been watching with eager and avid eyes that classy little sports car newspaper, MOTORACING.

Here I am back in good old USA after months at sea. In fact I am here with my wife in San Francisco, where we had your paper re-addressed. Thus when I got home, I pounced into my favorite chair and read the back issues of MOTORACING my wife had so graciously saved.

The ship I sailed was a tramp steamer "manned" (now hold your seat) by women sailors! Yes, that's right—we had women sailors and, since I was first mate, I had little to do but look fore and aft and on the poop deck.

Let me tell you boys how really clever and informative your paper is for most of us who like the sports car chase. Whether we engage in speed competition or not, at least we are way ahead of the times and not dependent upon some Johnny-come-lately shoe polishing sports-car columnists who avoid and omit the facts.

In noticing a couple of articles by Cal Howard, I remember when he got his start as a copy boy on the old Evening Express, and then aspired to become the clever artist that he is today, although he earns a large check as one of Ralph Edwards' staff. Cal actually got his start as a kid on a bicycle going around painting mustaches on billboards and chorus girls. This may have given him early training for a Mafia member, but he lacked the size and color.

Now I'll give you a tip—without fanfare or baloney, there is a group of sportsmen (some are Reno gambling men) who not only propose to build and arrange a classy sports car layout in San Francisco, but are coming up with the money without fanfare. When the time is ripe and the ground has been broken, then—and only then—will they make announcement about their plans.

If you see Balloonface Lester Nehamkin, my old buddy from Cleveland, ask him if he recalls the time the fuzz raided "The Shaver's" place when everyone was on a good old hip bend with the smudge pots cooking in high and Lester forgot his camera.

By the way, I heard quite a characteristic story of your good old L. A. Police Dept. Seems a peanut vendor, pushing one of the old-fashioned pushcarts, ran a signal on 5th and Main streets. After bawling him out, the beat cop was about to let him go, but sure enough along came Chief Parker and his buddy Lyn Slaten, and since this guy wore a wide, black mustachio and looked like some sinister character out of a gangster movie, the Chief had him grilled for hours.

Seems the Chief thought he was a Mafia member in disguise! Well, it's a story anyway, and COULD be true, you know.

My regards to the boys,

The Old, Old-Timer



Pat Fitzgerald
LANCE REVENTLOW, class G winner and fourth overall in the under-1500cc race for modifieds at Buchanan Field, starts up the tiny scooter he used to get around the northern airport in field when he wasn't boozing his Cooper Climax.

Driver: "NOW"

Nav. (to himself): (the clock said 1:10; we are 10 seconds late). (to driver): "Drive 32mph for a short block."

CHECK EACH MINUTE

During this practice run, I'd suggest checking each minute to gain experience. I'd also suggest that you and the navigator change seats for the next time around. Two men learning together gain wisdom 27 times as fast as one man alone.

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DeHart Nabs 100-Lap CRA Gardena Feature

Leading from wire to wire, Joe De Hart of North Hollywood scored a half-lap victory July 4 in the 100-lap sprint car and roadster headliner of a CRA racing program before 4832 fans at Gardena Stadium.

Results: 100-lap main—Joe De Hart, Al Coetz, Paul Kamm, Bill Peters, Dick Hawkins, 26.89.32.

Bob Stonedale, Corvette; FM, W. Browning, Porsche Spyder; DM, Chuck Saffell, Ferrari; CM, Gay Jackson, D. Jaguar; Overall, Saffell, Robins, Stonedale.

Modified under 1300cc, production under 1500cc—HM, Al Shultz, Devin Panhard; GM, Prentiss Knapp; MG, Spi; FM, W. Browning, Porsche Spyder; DM, Chuck Saffell, 2.9 Ferrari; GP, John Avitt, MG Mk II; PP, Bill Kincheloe, MG-A; EP, Ed Rahal, Arnolt Bristol; DP, Dick Dungan, M-B 300SL; CP, Jack Morton, Jaguar; Overall, Dungan, Saffell, Morton.

Ladies over and under 1500cc—Over, Audrey Saffell, 2.9 Ferrari; Under, Jean Speidle, MG-A; Overall, Audrey Saffell, Ferrari; Virginia Benton, Jag; Mrs. C. K. Thompson, Jag.

Production MG's—G, Dan Clippenger, Mark II; F, Steve Spitzer, MGA; Overall, Spitzer, Kincheloe, Youngblood, MG-A's.

Modified over 1300cc, production over

1500cc—EP, Ed Rahal, Arnolt Bristol; DP, Clyde Robins, M-B 300SL; CP,

Ladies over and under 1500cc—Over, Audrey Saffell, 2.9 Ferrari; Under, Jean Speidle, MG-A; Overall, Audrey Saffell, Ferrari; Virginia Benton, Jag; Mrs. C. K. Thompson, Jag.

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Financial Phase of Sports Car Racing

Since various readers have written and telephoned asking to read the California Sports Car Club's financial report, MOTORACING has sought to make the statement public. Last week, the club issued a statement of its financial condition as of Dec. 31, 1955. It follows.—Editor's Note.

Assets	
Cash	\$23,557.41
Cash reserve for federal income taxes	8,232.66
Equipment (net book value)	516.38
Other assets	3,164.07
Total Assets	\$35,470.52
Liabilities & Surplus	
Accounts & notes payable	4,363.23
Provision for federal taxes	8,232.66
Surplus	22,874.63
	\$35,470.52

Below you will find a condensed statement of the income and expense of the Club for the period January 1, 1955, to April 30, 1956:

Club Activities (Non-Racing)	
Income	\$13,082.02
Expense	22,117.79
Net Loss—Club Activities	9,035.77
Net Income from Racing (Details for each race attached)	31,394.87
Net Income before taxes	22,359.10
Provision for federal taxes:	
1954 (as amended)	1384.15
1955	6848.51
1956 (estimated)	2500.00
	10,732.66
	\$11,626.44

Following are condensed statements of revenue and expense for races held during the period indicated above:

Willow Springs, Feb., 1955	
Revenue	\$15,083.67
Expenses:	
1. Advertising & Publicity	823.80
2. Course Preparation	834.33
3. Fees	1,210.00
4. Hotel, Travel & Coordinator	537.73
5. Mailing & Secretaries	141.92
6. Tickets	256.00
7. Program	1,062.40
8. Trophies	709.64
9. Insurance	864.03
10. Equipment	2,413.31
11. Fees to other groups	400.00
Total Expenses	9,253.16
Net Racing Income	5,830.51

Palm Springs, April, 1955	
Revenue	\$19,943.14
Expenses:	
1. Advertising & Publicity	1,647.82
2. Course Preparation	2,401.60
3. Fees	1,477.94
4. Hotel, Travel & Coordinator	865.47
5. Mailing & Secretaries	153.15
6. Tickets	518.19
7. Program	2,121.92
8. Trophies	1,160.09
9. Insurance	964.03
10. Equipment	3,574.09
11. Fees to other groups	957.55
Total Expenses	15,841.85
Net Racing Income	4,101.29

Santa Barbara, May, 1955	
Revenue	\$22,181.63
Expenses:	
1. Advertising & Publicity	2,568.33
2. Course Preparation	2,971.91
3. Fees	1,635.00
4. Hotel, Travel & Coordinator	854.93
5. Mailing & Secretaries	152.32
6. Tickets	139.20
7. Program	2,282.48
8. Trophies	1,018.77
9. Insurance	964.03
10. Equipment	2,901.13
11. Fees to other groups	2,815.00
Total Expenses	18,303.60
Net Racing Income	3,878.03

Hansen Dam, June, 1955	
Revenue	\$23,807.75
Expenses:	
1. Advertising & Publicity	2,393.31
2. Course Preparation	5,154.26
3. Fees	1,635.00
4. Hotel, Travel & Coordinator	681.92
5. Mailing & Secretaries	194.08
6. Tickets	362.93
Total Expenses	
Net Racing Income	

7. Program	0.00
8. Trophies	871.78
9. Insurance	1,602.78
10. Equipment	853.68
11. Fees to other groups	9,327.00
Total Expenses	\$23,076.74
Net Racing Income	731.01

Santa Barbara, September, 1955

Revenue Expenses:	
1. Advertising & Publicity	2,739.48
2. Course Preparation	4,193.67
3. Fees	1,650.00
4. Hotel, Travel & Coordinator	511.00
5. Mailing & Secretaries	117.07
6. Tickets	144.15
7. Program	289.57
8. Trophies	1,104.53
9. Insurance	964.03
10. Equipment	2,852.55
11. Fees to other groups	3,678.50
Total Expenses	\$18,244.64

\$23,321.54

Net Racing Income	
Torrey Pines, October, 1955	\$17,201.85

Revenue Expenses:	
1. Advertising & Publicity	1,939.17
2. Course Preparation	5,060.40
3. Fees	1,700.64
4. Hotel, Travel & Coordinator	896.50
5. Mailing & Secretaries	270.86
6. Tickets	225.14
7. Program	35.00
8. Trophies	820.82
9. Insurance	963.03
10. Equipment	1,241.76
11. Fees to other groups	350.00
Total Expenses	\$13,504.32

\$3,697.53

Net Racing Income	
Palm Springs, December, 1955	\$18,809.13

Revenue Expenses:	
1. Advertising & Publicity	2,602.63
2. Course Preparation	3,128.52
3. Fees	2,178.00
4. Hotel, Travel & Coordinator	659.87
5. Mailing & Secretaries	107.73
6. Tickets	506.50
7. Program	184.40
8. Trophies	901.67
9. Insurance	772.24
10. Equipment	1,933.39
11. Fees to other groups	2,250.00
Total Expenses	\$15,224.95

\$3,584.18

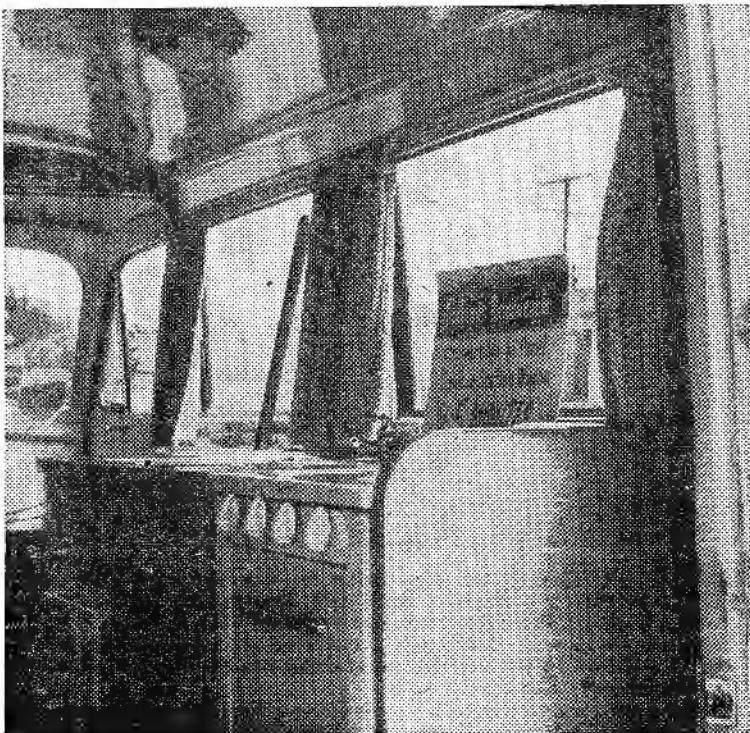
Net Racing Income	
Torrey Pines, January, 1956	\$19,298.37

Revenue Expenses:	
1. Advertising & Publicity	2,291.72
2. Course Preparation	5,924.83
3. Fees	1,799.62
4. Hotel, Travel & Coordinator	974.82
5. Mailing & Secretaries	146.67
6. Tickets	176.34
7. Program	35.00
8. Trophies	1,056.51
9. Insurance	538.83
10. Equipment	2,519.90
11. Fees to other groups	2,561.25
Total Expenses	\$15,018.87

\$4,279.50

Net Racing Income	
Santa Barbara, March, 1956	\$22,496.51

Revenue



NEW CONCEPT in travel living is this Flintridge DKW model. Ice box is at lower left, then row of drawers and four-burner butane stove with oven—yet! DKW has front wheel drive, cruises nicely at about 55mph. You can watch the races in real comfort here.



FLINTRIDGE DKW Field & Stream bus made a big hit when it invaded San Francisco's colorful Chinatown. Here, crowd gathers around and inspects the roomy interior, which has complete kitchenette and lounge. It is powered by DKW 3-cylinder, 2-stroke engine which has only seven moving parts, reducing engine friction losses to absolute minimum.

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PROVEN 90 H. P. TR2 ENGINE

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 Outstanding Performance
 Is Available in Any New

MORGAN



see and test drive the car considered
 one of the finest hand made class E roadsters

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ED SAVIN

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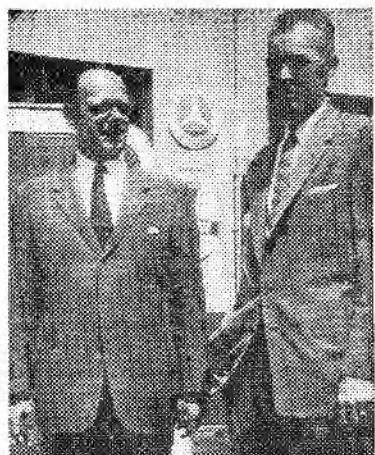


MOTORACING staff members traveled in class and comfort—the only way—to the Buchanan Field road races, east of Oakland, last July 1. Mode of conveyance was this DKW Field & Stream Compact Camper. Watching the races in

front of popular Flintridge Motors Division product are Jerry Kulp, chairman of the Pleasant Hill Jaycees, sponsors of the program; Carol Yale, pretty race queen, and Lou Keller, SCCA race chairman.



BOTH CHILDREN and adults are attracted to Flintridge DKW Field & Stream Camper during trip to Northern California for Buchanan Field races. Behind these two youngsters can be seen the two comfortable berths. Interior accessories are removable for conversion to station wagon or light delivery van.



PETER SATORI, left, Western U.S. importer and distributor of the DKW 3 6 Auto Union car, and Hank Lindsey of Flintridge Motors, which builds the Field & Stream, Packet, Sports Pickup and Caravan models. Bus was provided through their courtesy.

L.B.-Douglas Club States Rallye Aug. 12

The Long Beach Douglas Sports Car Club, Inc., invites public participation in the second annual Ken Farrar Rallye, named in honor of the Long Beach Douglas plant manager, Ken Farrar, Sunday, August 12.

First car leaves at 8 a.m. sharp from the corner of Lakewood Blvd. and Conant St.

The course will be approximately 300 miles in length, and around 10 hours' running time. It will follow all paved roads through scenic Southern California.

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9. Bill Friedauer, drove his Austin Healey the last half of the main event without a fan belt. He took fourth in class and 10th overall. . . . 23, Hank DeOlivera, had his Triumph TR3 stuck in third gear for the last half of the race but he took ninth overall and fourth in class. . . . 101, Harry Morrow, had clutch trouble and his

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San Diego Race Facts

TECHNICAL INSPECTIONS—Tuesday, July 17, 7:30 p.m.—Bud Hand's, 11006 Santa Monica Blvd., West Los Angeles; Thursday, July 19, 7:30 p.m.—Max Balchowsky's, 4905 Hollywood Blvd., Hollywood; Saturday, July 21, 7-9 a.m.—At the course BY APPOINTMENT ONLY.

No Entries Postmarked after July 12, 1956, will be accepted.

SCHEDULE OF EVENTS

PRACTICE—SATURDAY MORNING—9:00 A.M.

Saturday, July 21, 1956

- Race All Races 8 Laps
- 1—Production Sedans up to 1500cc.
- 2—Production under 1500cc. Separate awards for the under 1300cc M.G.
- 3—Production over 1500cc.
- 4—Formula III and Formula Libre.
- 5—Modified under 1500cc.
- 6—Modified 1500cc to 3000cc.
- 7—Modified over 3000cc.

Sunday, July 22, 1956

- Race 8—Consolation under 1500cc . . . 12 laps. All cars not qualified for Race 10, excluding all entries from Race 1.
- 9—Consolation over 1500cc, Formula

Length of Course—2 miles. Road Surface—Blacktop. The course is located at Montgomery Field, San Diego, off Highway 395, North of Downtown San Diego.

VICTORY BANQUET—July 25, Cocktails 7:30 p.m., Dinner 8 p.m.—House of Murphy, 12010 Ventura Blvd., Studio City.

Calendar of Events

JULY

- 14—FCCA Aloha Luau dinner dance, Westport Beach Club, 7 p.m.
- 14—RRR Pro Sports Car Race, Bonelli Stadium, 7 p.m. practice, 8:30 race.
- 14-15—Reliability Run, McAllen, Texas.
- 15—VW Owners' Club, Der Elvès Rallye, Barham & Cabuenga Blvd., Hollywood.
- 15—Sports Car Festival, Blarney Castle, Hollywood, from noon on.
- 15—SCCA 4th Annual Mt. Washington National Hill Climb, Pinkham Notch, N.H.
- 18-20-21—SCCA Giants' Despair National Hill Climb, Wilkes-Barre, Pa. Philadelphia Region SCCA is staging the Brynfan-Tyddyn races on the 3.3 mile Road Course near Wilkes-Barre in conjunction with the Hill Climb.
- *21-22—CSCC Fiesta Del Pacifico Road Races, Montgomery Field, San Diego.
- 22—Arcadia Sportscar Assn., New England Rallye, parking lot rear Arcadia Henshaw store, 9 a.m.
- 27—Santa Monica Allstaters Poker Run, 1827 Lincoln Blvd., Santa Monica. AMA sanctioned, 9:30 a.m.
- *28-29—El Camino Concours d'Elegance, Santa Maria.
- 28-29—Long Island SCCA 4th Annual Night Owl Rallye, Long Island, N.Y.

AUGUST

- *4-5—San Fernando FCCA Big Bear Rallye II.
- *12—Long Beach Douglas Ken Farrar Rallye II, Lakewood Blvd. & Conant St., 8 a.m.
- *18-19—CSCC Paramount Ranch Road Races.

CALL SPORTS CAR INFORMATION CENTER, EMI 2-4157, FOR FURTHER INFO ON ABOVE EVENTS. NOTE TO CLUB SECRETARIES: NOTIFY THE S.C.I.C. OF ALL EVENTS, DATES, ETC., AT EMI 2-4157.

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JOMAR MK I 1172 Sports-Racing Specials. 4 months delivery. Choice of color. Aquaplane modifications enveloping aluminum body. LOW RACING COST. Two prototypes finished 2nd and 3rd at Thompson; 2nd and 3rd at Marlboro; and 1st and 2nd at Marlboro. (Class G modified). (The only Regional Races they entered thus far). Outstanding cornering! ONLY \$2895!! Orders for 4 machines will be accepted at this price. SAIDAL SPORTS - RACING CARS, 32 Merrimack St., Manchester, N.H.

100 S AUSTIN HEALEY—Sacrifice! Owner ill, must sell immediately. Engine and chassis completely rebuilt, ready to race 2 complete rear ends, 4 spare wheels and racing tires. Original investment and special equipment over \$6000. Less than one year old. A steal at \$3395. Arrange delivery. Would consider non-competition foreign or American car in trade. Fred Knoop, 69 Isabella, Atherton, Calif., Davenport 4-2397.

COOPER MARK 9, 2 engines just rebuilt to Beard specifications, 1-DOHC, 1-SOHC, both Nortons. New tires, custom light trailer, numerous sprockets, spares, tools. John A. Hudson, Jr., 812 Sixth St., Bremerton, Wash.

8x10 PRINTS AVAILABLE, order only, of any of the Jimmy Dean pictures which have appeared in back issues of MOTORACING. \$1 each. Send to Box D, MOTORACING, 725 N. Western Ave., Suite 14, Los Angeles 29, Calif.

FOR SALE

4.1 FERRARI MEXICO COUPE. Formerly Ascari's car, Vignale Body. 5 speed transmission. Extra wheels and spares. Perfect condition throughout. 1500 KM since complete factory rebuild. 338 HP weight about 2000 lbs. Owner must sell part of Auto Collection, for quick sale \$5800. Contact J. E. Hugus, 2015 Saw Mill Run Blvd., Pittsburgh 10, Pa. TU 1-7011.

MG FIBERGLASS Rdster. Cisitalia type. Ferrari red with white naugahide seats, tonneau, tire cover, new brakes, tyres. Third stage tune. Winner Disneyland concours. \$1395. Reason! Buying VOLVO Rdster. OX. 3-7053.

MISCELLANEOUS

WANTED—He-man, 30-35, to part-time drive and share expenses on cross-country trip. Must be handsome, capable of everything and able to drive long spurts. Gone six weeks. Car is 1956 Ferrari. Loretta Hillman, Box 110, MOTORACING.

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SULLIVAN'S FOREIGN CAR SPEEDO SERVICE specializing in repair of speedo's, tach's temperature and fuel gauges, clocks and cables. MG tach gear boxes rebuilt. 4718 Sunset Blvd., Los Angeles 27.

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MOTORING fo(u)r FUN

By John Foster
National President, FCCA

WHAT IT takes to put on a successful championship rallye in this day and age would be a revelation to anyone not directly involved. Those of us planning one for the future would do well to study the FCCA Compton's recent Over the Hill Rallye. Every member of the club helped put on this first class event which

took five months of planning. Eight cars each drove over 2,000 miles in its layout. Short wave radio hookup with Naval Observatory Time Signals kept the checkpoint watches hang on time. One tenth of a second was the largest error in any time piece. The corrected mileages covered on the 245-mile route by the 142 cars were exact within feet!

There were no protests, and the enthusiastic comments and congratulations to the Compton members by all the contestants at the finish were both heartening and deserved. All of which can only be summed up as a wizard effort and jolly good show.

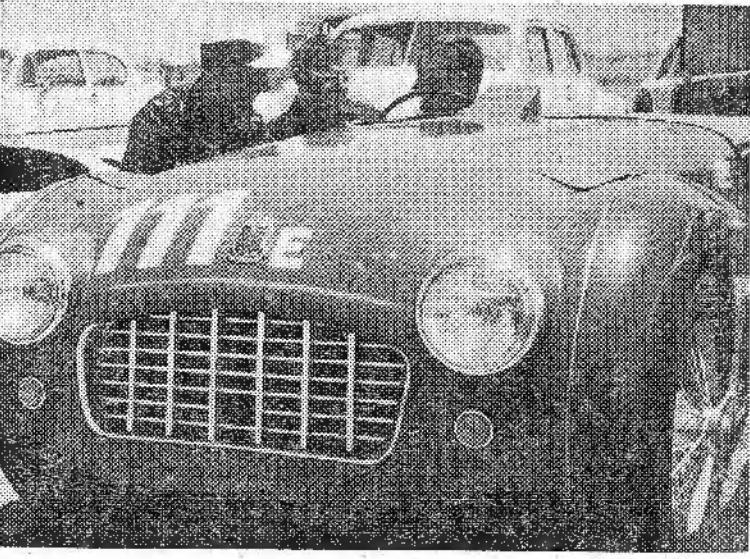
GAIL INCREDIBLE

Don Royer and his (almost incredible) navigator, Gail Holden, won this one in their MG-A with a total error of only 37 secs. Howard Frank and Norm Stratton of Lockheed SCC took second place with a very creditable 47 secs. after making the first five check points with only 11 secs. total error! (You see what I mean about accuracy in timing?). Doug Bailey and W. Wackerle of LBMG Club took third place with a little over 1 min. error and our boys, Greenland and Fisher of SFV Chapter, earned a well-deserved fourth place. Glendale's hot rallye team once again took top team honors.

I once wrote an article (unpublished) on the necessary attributes for a modern girl to find a husband (sports car type), and it seems Gail Holden epitomizes just what I had in mind. Here's a lovely 20-year-old blonde who wields a slip stick as adeptly as a lipstick (say that quickly!) and at this writing is single! I don't know who's the smartest—Gail, for the splendid navigating, or Don for holding on to her! Since they teamed up in January this year they have put over 19,000 miles on the MG-A and have a ball just looking at each other's trophies!

WOMAN DOES IT

Last week I erroneously reported that Don Royer won the Great Western Gymkhana as well as placing second in the rallye. Don won his class—the over-



Tromm-Tromm
RUSTY HYDE, left, sub-distributor for the Triumph TR3 sports car in Northern California, with Bill Breeze, ace mechanic, and AAF Lt. Bob Cole, who drove the modified TR3 to class E win in big-bore feature at Buchanan Field July 1. Modified by Breeze, car is believed to be only one of marque racing in other than production class on the West Coast.



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Buchanan Field Charts

SAN FRANCISCO REGION, SCCA
SUNDAY, JULY 1

RACE NO. 1—Production sedans 750 to 1500cc and production coupes to 1300cc novice & senior. COMBINED with RACE NO. 2—Production MG to 1500cc. Novice & Senior. Time, 29:35.2. Laps, 15. Winner Avg. Jack Dalton 70.4 (fastest thru traps 98.9). Fastest lap, Jack Dalton, MG-A 1:56.

Pos.	No.	Driver, Home Town	Car	F	G	H
1	128	Wes Gustafson, Modesto	Simca	1		
2	117	Lawrence Berger, Berkeley	Alfa Romeo		2	
3	74	Ron Pearson, Sherman Oaks	Volvo	1		
4	67	Wm. Allen, San Lorenzo	Borgward	2		
5	114	Brad McNutt, Ross	DKW	3		
6	96	Robert Peck, Petaluma	Porsche	4		
7	32	Robert Potter, San Leandro	MG-TF	5		
8	43	Carl Ganschow	Sunbeam Rapier	3		
9	17	Jim Orr, Kentfield	Simca	6		
10	79	Bill Wood	Panthard		1	
11	69	L. Hagan, San Leandro	Anglia	7		
12	110	Betty Joseph	Simca	8		
13	40	Jack Dalton, Hayward	MG-A	1		
14	66	Jim Hughes, San Francisco	MG-A	2		
15	126	James Curtin, Kentfield	MG-A	3		
16	81	Pliny Johnson, Santa Rosa	MG-TF		1	
17	147	Jerry von Behrens, Concord	MG-TD		2	
18	22	Morrow Decker, Treasure Is.	MG-TD		3	

RACE NO. 3—Modified under-1500cc. Novice. Time, 37:46.2. Laps, 20. Winner Avg., 73.2 (fastest thru traps 110.9). Fastest lap, Ray Ingalls, Porsche Spl. 1:49.9.

Pos.	No.	Driver, Home Town	Car	F	G	H
1	27	Ray Ingalls, Oakland	Porsche Spl.	1		
2	7	Leo Bourke, Petaluma	Cooper Climax		1	
3	92	Norm McNamara, San Fran.	Porsche	2		
4	126	James Curtin, Kentfield	MG-A	3		
5	172	Daniel Herman, Santa Rosa	Porsche	4		
6	125	Jerry Barden, Sacramento	OSCA	2		
7	31	Larry Larsen, Belmont	Cisitalia	3		
8	158	Lester Hartman, Hayward	MG-TF	5		
9	177	John Stevenson, Los Altos	MG-TF	6		
10	117	Chick Leson, Lafayette	Alfa Romeo	4		
11	132	Skip Dabney, Santa Rosa	MG-TF	7		
12	87	Jens Hansen, Oakland	Porsche	8		
13	49	Leland Gray, Santa Rosa	MG-TD	5		
14	30	Teton Corp., No. Sacramento	MG-TF	6		
15	53	W. Jos. Graves, Oakland	JG-Spl.	1		
16	134	Evan Davis, Oakland	MG-TD	7		
17	112	John Tough, Sacramento	Hillman Spl.	8		
18	121	Jeff Tucker, Palo Alto	Crosley Spl.	2		
19	191	Arnold Roberts, San Jose	Spl.	9		

RACE NO. 4—Modified over 1500cc. Novice. Time, 35:46.7. Laps, 20. Winner Avg., 77.1 (fastest thru traps 131.9). Fastest lap, Jack Flaherty, Aston-Martin, DB3S, 1:43.3.

Pos.	No.	Driver, Home Town	Car	C	D	E	F
1	99	Dick Lyons, San Francisco	Maserati	1			
2	54	Jack Flaherty, So. San F.	Ast-Mar DB3S		1		
3	83	Robert Nix, Hayward	Jaguar	2			
4	128	Robert Parsons, Oakland	Aus-Heal		1		
5	36	Randall Cowherd, San Jose	Porsche		1		
6	136	Emil Pardoe, Palo Alto	Porsche		2		
7	129	Mal Topence, Richmond	Tri-TR2		3		
8	174	Al Freudenberg, Vallejo	Tri-TR2		4		
9	92	Richard Flener, Oakland	Aus-Heal		3		
10	29	Al Laws, Millbrae	Jaguar		5		
11	202	Bub Gross, San Carlos	Tri-TR3		6		
12	59	Jere Curry, Sacramento	Porsche		7		
13	171	Richard Anderson, Fairfield	Porsche		8		
14	65	Edward Page, No. Sacra.	Aus-Heal		9		
15	170	Edward Vincent, San Anselmo	Porsche		10		
16	133	Richard Newhall, San Fran.	Aus-Heal		11		

RACE NO. 5—Production 1400 to 2900cc. Novice & senior. Time, 37:27.4. Laps, 15. Winner Avg., 73.7 (fastest thru traps 108.8). Fastest lap, Scott Baxter, Arnolt Bristol, 1:49.2.

Pos.	No.	Driver, Home Town	Car	D	E	F
1	48	Scott Baxter, Los Gatos	Arn Bris	1		
2	142	Geo. Snively, Sacramento	Aus-Heal		1	
3	76	Terry Hall, Pacific Pal.	Porsche Car		1	
4	129	Mel Topence, Richmond	Tri-TR2	2		
5	36	Bandal Cowherd, San Jose	Porsche	3		
6	40	Jack Dalton, San Anselmo	MG-A	2		
7	92	Norm McNamara, San Fran.	Porsche		4	
8	20	Donald Dickey, San Fran.	Porsche		5	
9	86	B. Morehouse, Walnut Creek	Aus-Heal		6	
10	91	Geo. Gartung, San Rafael	Porsche		7	
11	152	Austin Davis, Palo Alto	Tri-TR3		8	
12	53	Bud Morris, San Jose	Tri-TR2		9	
13	172	Daniel Herman, Santa Rosa	Porsche		10	
14	102	Jack Woodard, Stockton	Porsche		11	
15	66	Jim Hughes, San Francisco	MG-A		12	
16	73	Ed Fawcett, San Jose	Tri-TR3		13	
17	171	Richard Anderson, Fairfield	Porsche		14	
18	141	Robert Burns, Glen Ellen	Porsche		15	
19	21	Stephen Holman, San Rafael	Tri-TR2			
20	78	Ted Conrad, Sunnyvale	Porsche			
21	107	Robert Tara, Sacramento	Aus-Heal			
22	73	Jack Schneek, Williams	Porsche			
23	177	John Stevenson, Los Altos	MG-TF			
24	170	Edward Vincent, San Anselmo	Porsche			
25	139	John Shoule, Berkeley	Porsche			
26	87	Jens Hansen, Oakland	Porsche			
27	65	Edward Page, No. Sac.	Aus-Heal			
28	56	John Miller, San Francisco	ME 190SL			

RACE NO. 6—Modified under-1500cc. Pleasant Hill Jaycee Cup Race. Senior. Time, 55:14.1. Laps, 33. Winner Avg., 82.2 (fastest thru traps 126.7). Fastest lap, Richie Ginther, Porsche Spyder, 1:38.

Pos.	No.	Driver, Home Town	Car	F	G	H
1	55	Sammy Weiss, Sacramento	Porsche Spy	1		
2	211	Richie Ginther, Santa Mon.	Porsche Spy	2		
3	12	Eldon Beagle, Sacramento	Porsche Spy	3		
4	142	Lance Reventlow, Hollywood	Cooper Clim	1		
5	117	Chick Leson, Lafayette	Alfa Romeo	2		
6	196	Robert Dugan, Concord	Singer Spl.	4		
7	147	Jerry von Behrens, Oakland	MG-TD	3		
8	22	Morrow Decker, Lafayette	MG-TD	4		
9	28	Peter Anderson, Madera	MG-Spl.	5		
10	47	Calvin Paige, Kentfield	Devin Pan	1		
11	53	Fraser Sibbald, Pac. Grove	MG-TD	6		
12	35	John Young, Lemoore	Young Spl.	2		
13	191	Arnold Roberts, San Jose	Spl.	7		
14	98	W. T. Standers, San Leandro	MG-Spl.	3		
15	18	Vale Wright, Berkeley	Renault		15	

RACE NO. 7—Production 2900cc and up. Novice & senior. Time, 27:28.4. Laps, 15. Winner Avg., 75.4 (fastest thru traps 121.8). Fastest lap, Bill Pollack, Corvette, 1:46.2.

Pos.	No.	Driver, Home Town	Car	G	H
1	106	Bill Pollack, Sherman Oaks	Corvette	1	
2	34	Cloyd Gray, Palo Alto	Jaguar	2	

MOTORACING

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Monte Carlo Rally to 1300 cc for 1956

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The 2-stroke system obtains high power which also results in 30 miles per gallon.

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